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Hongkong Daily Press.

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HONGKONG, FRIDAY, MARCH 18TH, 1898.

五十一

八十一

PRICE \$2 1/2 PER MONTH

SHIPPING.

ARRIVALS.

Mar. 17. FIREBIRD, British g. 452, Percy

S. St. John, Putio 14th March.

Mar. 17. MARCO POLO, Italian g. 1,453,

Ed. Insevato, Singapore 1st March.

Mar. 17. HORNET, French g. 738, Bascan,

Arrived 4th March, Rice and General

A. R. MARTY.

Mar. 17. INGRAN, German g. 897, E. Piper,

Saigon 11th March, Rice—SANDER, WIL-

LEN & CO.

Mar. 17. LOONON, British g. 1,020, Jacks,

Bangkok 8th March, General—YUEN FAT

HONG.

Mar. 17. TOSA MARU, Japanese g. 3,583, C. H.

Hillcock, Nishiohama 11th March, General—

NIPON YUSEN KAISHA.

Mar. 17. BISBAL, British str. 2,751, L. M.

Wibner, Shanghai 15th March, Mails and

General—P. & O. S. N. Co.

Mar. 17. AVON, Norwegian str. 772, Chr. Brekk,

Kobe 11th March, Ballast—SANDER, WIL-

LEN & CO.

GIFLARIES.

AT THE HARBOUR MASTER'S OFFICE

172 MARCH.

Scandinavian Mail, German str. for Foochow.

Yanagisaki Maru, Japanese str. for Keelung.

Denis, German str. for Saigon.

Monasir, British str. for Shanghai.

Cheung Hoa Kien, British str. for Amoy.

Tateyama Maru, Japanese str. for Saigon.

Yamashita, British str. for Swatow.

Waiui, British str. for Takao.

Mendous, British str. for Shanghai.

Spinkayen, British str. for Foochow.

Sagami Maru, Japanese str. for Shanghai.

DEPARTURES.

Mar. 17. DAPHNE, G. M. str. for Vladivostok.

Mar. 17. KACHIDATE MARU, Jap. str. for Kobe.

Mar. 17. COOCHIS, German str. for Foochow.

Mar. 17. WHOTAN, German str. for Canton.

Mar. 17. DANTE, German str. for Saigon.

Mar. 17. GRENADON, British str. for Saigon.

Mar. 17. HAILOONG, British str. for Swatow.

Mar. 17. MANDARIN, British str. for Shanghai.

Mar. 17. S. EICHMANN, Ger. str. for Foochow.

Mar. 17. TATEYAMA MARU, Jap. str. for Saigon.

Mar. 17. MEFPOO, Chinese str. for Canton.

PASSENGERS.

For Instruction, from Saigon, Mr. Nehnner.

Per Tosa Maru, from Yokohama, Mr. and Mrs. Davis, Messrs. Muter and Fourcy, and Miss

Tugney.

Per Bengul, from Shanghai for London, Mr.

and Mrs. A. H. Hartley and infant, Mr. and Mrs. G. E. Hartley, and Misses, Mrs. and

Mrs. A. R. Burkhill, for Hongkong, Messrs. H.

P. Watson, Chan Tsai-lai, K. Kanabashi, K.

Ito, S. Akashi, and H. Uyeno.

DEPARTED.

Per Lyceum, for Shanghai, Mr. T. Artindall.

Per Tetsan, for Australia, Messrs. Buck,

John Halliday, Mr. St. John, and K. A.

Mr. E. B. Biddle, for Manila, Messrs. W. H.

Aitken, W. J. Blackhall, L. W. Brandt, Silby,

Evans, Marcella, and Meyer.

Per Moncup, for Shanghai, Messrs. J.

Dickinson, J. Hardy, H. Kelsall, and T. Will-

cock.

Per Yanaguchi Maru, for Kobe, Mr. R. Neida

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from the agricultural standpoint are known to be full of buried wealth. Gold, silver, copper, iron, lead, coal, and asbestos have been found, some of them in large quantities, only awaiting the day when, by Imperial sanction or otherwise, the province is thrown open to the minatory and trading instincts of the world, and, I fear, not for the half-a-century to follow after Shantung. When he is secured against famine by the introduction of steam locomotion, with an honest day's labour rewarded by fair remuneration, the conditions of his now miserable existence will be entirely changed.

SPORT AND ANECDOTE.

BY AN OLD POET.

"WARM WIRE!"

The efficacy versus the barbility of barbed wire for fencing purposes has formed the topic for many and a heated controversy are now, and will, I suppose, as long as the sparks and the cinders turn upwards. Not that I have any personal knowledge of it, but it necessarily turns upwards, because my experience has been that one scarcely knows whether it is the upward, the downward, or the sideways barbs that are most to be feared until bitter experience and torn flesh has taught you that all are alike to be dreaded, and, in my humble opinion, heartily abominated. It has fallen to my lot to be a witness to this from some experience. The barbed wire, I find, is a most poetic hook known as the gloomster, has stood me in good stead ever since. I had walked a good distance to watch a sunset from one of our inland eminences, had enjoyed the beauteous sight, and smoked a pipe in that exquisite stillness following the sinking of crimson sun—had watched the despoiled purples of the distant horizon, followed with dreamy eyes the thick descent of the sun, and the greatest of evening, aphelion, and watched for the birth of a star which never came, although the spacious firmament became gradually bespangled. Lights began to twinkle in neighbouring homesteads, the weary ploughman had long ceased to plod; and at that particular hour it was possible to realize to the full extent of Gray's exquisite poem, I thought. I was about to leave the spot, when "out of a corner" inched a trudge to the highway, by a path half down the hillside. In a moment I had swung my leg over a stile, and lo!—I was caught with barbed wire. Poetry! Poetry! I did not retract my footstep, but I suffered the barbs and rents of childhood to inflict a sharp smart and rents of the atrocious infliction. I was a friend of mine who rides to hounds was speaking with me only a few days ago in the most pathetic strain of a somewhat similar experience he once had, and went on to bless "an angel on earth" whom he happened to meet in the course of a recent run. The chase had been most exhilarating one, and the prize but, the fair huntress led the way, and I, despite my bravory and dash, reluctantly leaving every spot in the country. This man now says that the friend of mine did gallantly stand at a fence he was startled more than a little by the sudden exclamation, "Warm wire," by his nearest and gentlest neighbour, the warning came not a second too soon. In a moment both had cleared the ugly trammel, but it came as a surprise all the same, being under the impression that we were in a district where wire had been tabooed. I suppose the farmers can make a good case out of its employment, and there is an end on!

THE DANGERS OF PARACHASING.

At this particular season of the year, when our harriers' clubs will be in full swing, preparing for the honours of the chase, one scarcely likes to run anything to damp the ardour of the sturdy young Britons who keenly relish the roar of the gun and plough over land and water. Except that the wire has never yet been declared illegal, there is much in common between our cross-country runners and our amateur cyclists who nip along the highways as hard as they can for a club medal of little or no particular value. An athlete has to possess most of the instincts of a sportsman to participate in either form of recreation. Only a short time ago a gallant member of the National Cross-Country Championships was torn apart in the most distressing manner in endeavouring to throw himself over the top bar of a gate above which barbed wire had been affixed, having to hang there as a matter of fact, in a most painful position, until succour came. Then, again, we learn of another number of some known being out to piece while endeavouring to make a descent from a high cliff, and to chop up accident as any hard of for many a long year in connection with sport. Nor must we forget the death of a schoolboy at Rugby some years ago, nor the fatal termination to a bright young career in the North of England through exhaustion and exposure in a paperhouse. Believe me, dear reader, I am not endeavouring to write myself into a lexicography of the sports and pastimes of the world, and I would that every care was taken to not to minimise the risks of the chase across country as much as possible. It has fallen to my lot to witness some fearful smashups on the cycling-track, and I have seen men carried off cut and bruised almost beyond recognition. Even now I can recall that terrible fall of poor Elijah Scott at the Sportz Platz in Cologne, since when he has never been seen in public. Only the day before I had formed one of an English party photographed on the track, a glance at the picture to-day revealing the features of the late "Chippy" Warburton, little Michael his beloved protégé, C. G. Wrigley, and, many other noted riders. Less than 4 hours afterwards Scott was lying insensitive in the dressing tent, the result of a bad spill. And what another spectacle can be imagined of the leathery, the steaming young cyclist, A. W. Herne, carried in unconscious from a cycle-racing resort in the Midlands. These and other melancholy scenes have I witnessed, but these incidents in paperchasing give one a shock, and new that the championships are drawing near it is to be hoped that the utmost precautions will be taken to ensure the safety of our young generation of athletes, and unless, as far as possible, we can obviate these in this direction as the years roll by, but at present we do not appear to have quite as capable a school as we had in the days of say, George and Snook, Parry and Morton, Hickman and Heath, and others whose names do not so readily occur to me. Raison, of Northampton, is unquestionably a splendid runner, and so is Tyree, of Lancashire, and Cottrell, of the South, but we seem poor even if we attempt to make a list.

PROTIN'S RETIREMENT.

In various quarters I have seen it announced that Protin, the Belgian cyclist, has made up his mind to retire definitely from the cycling path, owing to the pressing claims of business.

This crass idea, it may be remembered, was the cause of a long dispute being waged over the title professional champion of the world, which the American Bunker claimed to have won in 1894. Only a few months ago, or another in starting the profession, the Belgian Protin, whose claim was championed by the Belgian representative, em. Hansez, in a manner that brooked no denial was allowed eventually to compete in the final heat, although he had been rather beaten in his trial heat. I shall never forget the exciting scene as the men came to the starting post for the trial. In that race, Protin beat Bunker in which the professional champion of the world had been decided under the auspices of the International Cyclists' Association, there was no American delegate present, and poor Bunker, who wished to protest against the glaring infamy of Protin being allowed to start, could only gesture to the officials, knowing not a word of German, and, however, gained the day, in spite of the strenuous opposition of the delegates on behalf of the American Bunker, who was eventually defeated by Protin. Then followed more protests, and a scene of excitement such as is seldom seen on a cycle racing track. The result was that the championship was formally awarded to the Belgian, pending a trial of the entire Association. This was done, the race declared void, and ordered to be ridden again. So the trial was repeated, and was made to bring the pair together again. But all to no purpose, and the championship for 1894, therefore, must always be regarded as a fiasco. It has always been my impression that it was not so much the fault of Protin that the disagreement arose, but it lay rather with those who posed as his friends. Still, when at his best, the Belgian champion was a sterling rider and a good sportsman, and as far as I can see, his fall from grace was due to his having been a distance man, if his thought he could assist a friend; he was uninterested, and bore many of his most notable victories with becoming modesty, which is more than I should care to say of the young Belgian cyclist, Arend, who was successful last season, or of Bourillon, who won in 1898. Belgium has produced several good cyclists, but the gap caused by the retirement of Protin will not be easily filled.

EXPORT CARGOES.

For steamer *Natal*, sailed on the 11th March. For France—49 packages raw silk, 2 cases silk pieces good, 10 cases chinaware, 50 cases gall nuts, 10 packages tea, 4 packages hair, 26 silk pads, 8 packages, 3 boxes waste paper, 7 boxes treasure.

For steamer *Alvaro Valdes*, sailed on the 12th March. For Trieste—1,360 cases cassia lignea, 50 cases cassia buds, 150 boxes broken cassia, 10 rolls china ware, 10 cases curios, 50 boxes ratan, 6 cases shells, and 299 boxes tobacco. For Ceylon—130 cases cassia lignea, 10 boxes galangal, and 20 cases preserves. For Port Said—26 cases cassia lignea. For Madras—40 cases camphor, 50 rolls chinaware, 26 boxes prangals, 25 cases ratchets, and 32 cases preserves. For Bombay—200 cases cassia lignea, 4 cases chinaware, 19 tubs camphor, 31 cases preserves, 1,000 bags sugar, and 1 case cigar. For Colombo—1,000 bags sugar. For Madras—40 cases camphor.

THE HONGKONG COTTON SPINNING WEAVING, & DYEING CO., LTD.

NOTICE is hereby given that the FIRST AND FINAL RETURN OF CAPITAL of \$20 per Share on the Shares in above Company becomes due to MORROW the Nineteenth day of March, and payment thereof must be made to the Bankers of the Company, viz., the HONGKONG & SHANGHAI BANKING CORPORATION, on or before that date.

JARDINE, MATHESON & CO., General Agents.

INTIMATIONS.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE SIXTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the COMPANY will be held at the OFFICES of the General Agents, 18, QUEEN'S ROAD, on WEDNESDAY, 28th MARCH, 1898, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1897.

THE TRANSFER BOOKS of the Company will be CLOSED from the 10th to 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 20th March, 1898. [537]

THE CHINESE INSURANCE CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a SECOND AND FINAL RETURN OF CAPITAL of \$20 per Share on the Shares in above Company becomes due to MORROW the Nineteenth day of March, and payment thereof must be made to the Bankers of the Company, viz., the HONGKONG & SHANGHAI BANKING CORPORATION, on or before that date.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 19th February, 1898. [493]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS of the COMPANY will be held at the COMPANY'S OFFICE, 18, QUEEN'S ROAD, on WEDNESDAY, 28th MARCH, 1898, at 12.30 P.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1897, adopting a "Dividend" and electing a Committee of Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st inst., both days inclusive.

JAS. B. GOOSMAN, Liquidator.

Hongkong, 2nd March, 1898. [575]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of 12 Shares numbered 1,000, 1,002, 1,003, 1,004, 1,005, 1,006, 1,007, 1,008, 1,009, 1,010, 1,011, 1,012, 1,013, 1,014, 1,015, 1,016, 1,017, 1,018, 1,019, 1,020, 1,021, 1,022, 1,023, 1,024, 1,025, 1,026, 1,027, 1,028, 1,029, 1,030, 1,031, 1,032, 1,033, 1,034, 1,035, 1,036, 1,037, 1,038, 1,039, 1,040, 1,041, 1,042, 1,043, 1,044, 1,045, 1,046, 1,047, 1,048, 1,049, 1,050, 1,051, 1,052, 1,053, 1,054, 1,055, 1,056, 1,057, 1,058, 1,059, 1,060, 1,061, 1,062, 1,063, 1,064, 1,065, 1,066, 1,067, 1,068, 1,069, 1,070, 1,071, 1,072, 1,073, 1,074, 1,075, 1,076, 1,077, 1,078, 1,079, 1,080, 1,081, 1,082, 1,083, 1,084, 1,085, 1,086, 1,087, 1,088, 1,089, 1,090, 1,091, 1,092, 1,093, 1,094, 1,095, 1,096, 1,097, 1,098, 1,099, 1,100, 1,101, 1,102, 1,103, 1,104, 1,105, 1,106, 1,107, 1,108, 1,109, 1,110, 1,111, 1,112, 1,113, 1,114, 1,115, 1,116, 1,117, 1,118, 1,119, 1,120, 1,121, 1,122, 1,123, 1,124, 1,125, 1,126, 1,127, 1,128, 1,129, 1,130, 1,131, 1,132, 1,133, 1,134, 1,135, 1,136, 1,137, 1,138, 1,139, 1,140, 1,141, 1,142, 1,143, 1,144, 1,145, 1,146, 1,147, 1,148, 1,149, 1,150, 1,151, 1,152, 1,153, 1,154, 1,155, 1,156, 1,157, 1,158, 1,159, 1,160, 1,161, 1,162, 1,163, 1,164, 1,165, 1,166, 1,167, 1,168, 1,169, 1,170, 1,171, 1,172, 1,173, 1,174, 1,175, 1,176, 1,177, 1,178, 1,179, 1,180, 1,181, 1,182, 1,183, 1,184, 1,185, 1,186, 1,187, 1,188, 1,189, 1,190, 1,191, 1,192, 1,193, 1,194, 1,195, 1,196, 1,197, 1,198, 1,199, 1,200, 1,201, 1,202, 1,203, 1,204, 1,205, 1,206, 1,207, 1,208, 1,209, 1,210, 1,211, 1,212, 1,213, 1,214, 1,215, 1,216, 1,217, 1,218, 1,219, 1,220, 1,221, 1,222, 1,223, 1,224, 1,225, 1,226, 1,227, 1,228, 1,229, 1,230, 1,231, 1,232, 1,233, 1,234, 1,235, 1,236, 1,237, 1,238, 1,239, 1,240, 1,241, 1,242, 1,243, 1,244, 1,245, 1,246, 1,247, 1,248, 1,249, 1,250, 1,251, 1,252, 1,253, 1,254, 1,255, 1,256, 1,257, 1,258, 1,259, 1,260, 1,261, 1,262, 1,263, 1,264, 1,265, 1,266, 1,267, 1,268, 1,269, 1,270, 1,271, 1,272, 1,273, 1,274, 1,275, 1,276, 1,277, 1,278, 1,279, 1,280, 1,281, 1,282, 1,283, 1,284, 1,285, 1,286, 1,287, 1,288, 1,289, 1,290, 1,291, 1,292, 1,293, 1,294, 1,295, 1,296, 1,297, 1,298, 1,299, 1,300, 1,301, 1,302, 1,303, 1,304, 1,305, 1,306, 1,307, 1,308, 1,309, 1,310, 1,311, 1,312, 1,313, 1,314, 1,315, 1,316, 1,317, 1,318, 1,319, 1,320, 1,321, 1,322, 1,323, 1,324, 1,325, 1,326, 1,327, 1,328, 1,329, 1,330, 1,331, 1,332, 1,333, 1,334, 1,335, 1,336, 1,337, 1,338, 1,339, 1,340, 1,341, 1,342, 1,343, 1,344, 1,345, 1,346, 1,347, 1,348, 1,349, 1,350, 1,351, 1,352, 1,353, 1,354, 1,355, 1,356, 1,357, 1,358, 1,359, 1,360, 1,361, 1,362, 1,363, 1,364, 1,365, 1,366, 1,367, 1,368, 1,369, 1,370, 1,371, 1,372, 1,373, 1,374, 1,375, 1,376, 1,377, 1,378, 1,379, 1,380, 1,381, 1,382, 1,383, 1,384, 1,385, 1,386, 1,387, 1,388, 1,389, 1,390, 1,391, 1,392, 1,393, 1,394, 1,395, 1,396, 1,397, 1,398, 1,399, 1,400, 1,401, 1,402, 1,403, 1,404, 1,405, 1,406, 1,407, 1,408, 1,409, 1,410, 1,411, 1,412, 1,413, 1,414, 1,415, 1,416, 1,417, 1,418, 1,419, 1,420, 1,421, 1,422, 1,423, 1,424, 1,425, 1,426, 1,427, 1,428, 1,429, 1,430, 1,431, 1,432, 1,433, 1,434, 1,435, 1,436, 1,437, 1,438, 1,439, 1,440, 1,441, 1,442, 1,443, 1,444, 1,445, 1,446, 1,447, 1,448, 1,449, 1,450, 1,451, 1,452, 1,453, 1,454, 1,455, 1,456, 1,457, 1,458, 1,459, 1,460, 1,461, 1,462, 1,463, 1,464, 1,465, 1,466, 1,467, 1,468, 1,469, 1,470, 1,471, 1,472, 1,473, 1,474, 1,475, 1,476, 1,477, 1,478, 1,479, 1,480, 1,481, 1,482, 1,483, 1,484, 1,485, 1,486, 1,487, 1,488, 1,489, 1,490, 1,491, 1,492, 1,493, 1,494, 1,495, 1,496, 1,497, 1,498, 1,499, 1,500, 1,501, 1,502, 1,503, 1,504, 1,505, 1,506, 1,507, 1,508, 1,509, 1,510, 1,511, 1,512, 1,513, 1,514, 1,515, 1,516, 1,517, 1,518, 1

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LONDON	{ BENGAL L. M. Wibner, R.N.R.	{ Noon, 15th March,	{ See Special Advertisement.
LONDON	{ JAPAN	{ Noon, 19th	{ Freight or Passage.
LONDON	{ MARSHELLES	{ Noon, 19th	{ Freight or Passage.
YOKOHAMA	{ MANILA	{ Daylight, 3	{ Freight or Passage. (Pass-
GASAKI & KOBE	{ S. de B. J. Taylor, R.N.R.	{ 20th March	{ ing through the Inland Sea.)
JAPAN	{ SHANGHAI	{ Daylight, 3	{ Freight or Passage. (Pass-
LONDON	{ SOUPERS	{ About 2nd	{ April
LONDON	{ BORNED	{ About 6th	{ Freight or Passage.
LONDON	{ E. C. A. Lyon, R.N.R.	{ April	{ Freight or Passage.

For Further Particulars, apply to

R. A. RITCHIE, Superintendent.

Hongkong, 16th March, 1898.

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CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

EMPEROR OF CHINA, Comdr. H. Pybus, R.N.R. WEDNESDAY, 6th April, 1898

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th April, 1898

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, sailing THREE DAYS earlier in the Trans-Pacific journey and make connection in Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS from the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent to the PACIFIC, TO THE ATLANTIC WITHOUT CHANGE. Cross Lines, which passengers travel to Great Britain and the Continent are given rates of SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to Officers in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARs and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 17th March, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons	Proposed Sailing	Steamer	Tons	Proposed Sailing
COLUMBIA	2,835 A. Gow	April 5	MOUL	2,834 V. H. Wright	March 29
TACOMA	2,835 A. Gow	April 20	MOUL	2,907 W. Ward	May 3
VICTORIA	3,161 J. T. H. Dobson	May 17	BRADMAR	3,601 E. Porte	May 24
OLYMPIA	2,808 T. H. Dobson	June			

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctor and STEWARDESS carried.

Passengers to EUROPE are carried by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is equal to none on the American Continent. Magnificent Scenery of the ROCKIES and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route to HONGKONG to VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the KELDICKS GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to LIMA and ST. MICHAEL.

Rate of Passage to other Points on application.

Special rates allowed to members of Government Services.

Travel Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consignments of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded in that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 12th March, 1898.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SAGAMI MARU T. Muniz

VLADIVOSTOCK VIA SHANGHAI, FRIDAY, 18th March, at 4 P.M.

CEFCO, CHENGFO, NAGOAKI, FUSIN & GESAN

MARBLES, LONDON, & ANTWERP, VIA SINGAPORE (Transhipping Cargo for Java Ports), PEI NANG, COLOMBO & PORT SAID

BOMBAY, VIA SINGAPORE (Transhipping Cargo for Java Ports), & NOON.

JAPAN MARU R. N. Nisomo

KOBE & YOKOHAMA WEDNESDAY, 23rd March, at 4 P.M.

KANAGAWA MARU J. MacKenzie

NAGASAKI, KOBE & YOKOHAMA MONDAY, 26th March, at 4 P.M.

YAMASHIRO MARU J. Jones

SYDNEY & MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE (FRIDAY, 1st April, at 4 P.M.) & BRISBANE

TOKIO MARU E. W. Hawell

* Connecting at Kobe with s.s. "Yamashiro Maru" sailing on 5th April for Seattle, U.S.A.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlandic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 18th March, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PATROCLUS."

Captain Dickens will be despatched as above to MORROW, the 19th inst., at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th March, 1898.

HAMBURG-AMERICA LINE.

FOR SHANGHAI, YOKOHAMA, AND HOKO.

THE Company's Steamship.

"ANDALUSIA."

Captain Schroeder, will be despatched for the above ports on THURSDAY, the 24th inst.

For Freight, Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 17th March, 1898.

FOR SAN FRANCISCO.

THE British Bark.

"WEST YORK."

W. H. Forster, Master, will lead her for the above port and will have quick despatch.

For Freight, apply to H. A. RITCHIE, Superintendent.

SHIWEAN, TOME'S & CO.

Hongkong, 7th March, 1898.

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VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	PROPS & BLD.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	PATROCLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
LONDON VIA SUEZ CANAL	DURDANS	Brit. str.	Gregory	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	SNOOKS	Brit. str.	John E. N.	P. & O. S. N. Co.	To or about 2nd April.
LONDON	ST. MARY	Brit. str.	John E. N.	P. & O. S. N. Co.	To or about 3rd April.
LONDON	BENGAL	Brit. str.	W. H. Maru	HOLLIDAY, WISE & CO.	To-morrow, at Noon.
LONDON	OPACK	Brit. str.	W. H. Maru	HOLLIDAY, WISE & CO.	23rd inst.
BAYERN	TESSA MARU	Brit. str.	P. H. P.	MELCHERS & CO.	On 30th inst., at 9 A.M.
OSAKA	OCHEAN	Brit. str.	H. Hillcoat	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
OSAKA	OCHEAN	Brit. str.	H. Hillcoat	MORAGRAVE & CO.	On 6th April, at Noon.
OSAKA	OCHEAN	Brit. str.	H. Hillcoat	DODWELL, CARLILL & CO.	On 13th inst., at Noon.
OSAKA	OCHEAN	Brit. str.	H. Hillcoat	Agents.	On 21st inst., at Noon.
OSAKA	OCHEAN	Brit. str.	H. Hillcoat	HOARKONG, 14th March, 1898.	[619]

NOTICE TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ENERGIA."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be allowed after the Goods have left the Godown and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 21st inst., or they will not be recognized.

All broken, chafed, and worn Goods are to be left in the Godown, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO.

Agents.

HOARKONG, 14th March, 1898.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENGANG, AND SINGAPORE.

THE Steamship

"CATHERINE APAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be taken off from alongside or remaining on board after 4 P.M.

On board the "Catherine Apar" will be landed at Consignees' risk and expense.

The "Catherine Apar" will be loaded at the Godown of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO.

Agents.

HOARKONG, 14th March, 1898.